STATEWIDE ROAD SYSTEM - EXPRESSWAY IMPROVEMENTS

ELECTRONIC TOLL COLLECTION (ETC) IMPLEMENTATION

PROJECT SCOPE/DESCRIPTION: Computer technology is being utilized on our Toll Roads, I-95 and SR-1, to process electronic toll collections (ETC) for our customers. This process is employed by the use of transponders place in our customer's vehicles (auto, van, truck, and etc.) and detection devices that read the transponder signal at all Toll Collection Plazas and Ramps. The customer's Toll account is charged automatically each time the vehicle passes a Plaza or Ramp detection device. ETC was implemented on I-95 at Newark in November of 1998 and on SR-1 at Dover to Smyrna in January of 1999 and at Biddles Corner to Odessa in November of 1999. The toll fee was increased to $2.00 per vehicle for two axle vehicles (auto, pickup, etc.) on I-95 in January of 1999. To help convert traffic to ETC we offered the old rate of $1.25 for all of our ETC customers. The Biddle's Corner Plaza was built with a Highway Speed dedicated travel lane that offers our ETC customers the option to maintain their travel speed while paying their toll automatically. All other collection point in our system make all customers either stop or reduce speed significantly, suggested speed using the ETC lanes is 10 MPH.

- Highway speed lane / improved throughput – Our plan is to install Highway speed lanes at the two remaining Toll Plazas at Newark and Dover. This is expected to increase traffic flow and reduce our need for manual toll collection.

- Plaza Facilities – Placing Highway speed lanes in the Newark facility on I-95 will cause significant redesign of the entire toll plaza. It is expected to cause the current structure to be completely removed and rebuilt.

PROJECT JUSTIFICATION: By installing Highway Speed lanes we will reduce the congested collection processes at Newark and Dover and improve customer satisfaction. Our customers will be able to maintain their travel speeds and enjoy a reduced fare. Manual toll collection is a slow task, even with the best equipment and highly experienced collectors we only average a 325-350 vehicles per hour process rate. Traffic approaches the toll plaza, under normal highway conditions, at a rate of 1,600 – 1,800 vehicles per hour causing a bottleneck condition. Installation of three or more Highway Speed lanes will provide a long-term solution and eliminate much of the current manual collection process. Projected growth is over 2% annually on these toll roads.

County:	Statewide
Municipality:	
Funding Program:	Road System – Expressway
Functional Category:	Management
Representative District:	Statewide
Senatorial District:	Statewide

ELECTRONIC TOLL COLLECTION (ETC) IMPLEMENTATION (CONTINUED)

Traffic Volumes

	1995	1996	1997	1998	1999	2000	2001	Average Growth
SR 1		5,297	8,496	9,418	9,668	16,444	23,408	36.00%
I-95	23,451	23,848	24,712	25,340	25,837	26,138	26,724	6.71%
Total	23,451	29,145	33,208	34,758	35,505	42,582	50,132	8.14%
Growth		24.3%	13.9%	4.7%	2.1%	19.9%	17.7%	

INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S $	FY 2001 7/00-6/01	FY 2002 7/01-6/02	FY 2003 7/02-6/03	FY 2004 7/03-6/04	FY 2005-2007 7/04-6/07
Toll Plaza Mod's for High Speed I-95	PE	100% ST	523	523				
	C	80% F - Q24	4,919			4,919		
I-95 Toll Plaza Phase III, Canopies, Bumpers, Gap	C	100% ST	500	500				
Snow Removal Equipment - UNIMOGS	PRO	100% ST	375				375	
		TOTAL	6,317	823	1,000	4,919	375	

All $ X 1,000

PAVEMENT RESURFACING - EXPRESSWAYS

PROJECT SCOPE/DESCRIPTION: Resurfacing of all state-maintained roadways except for Suburban Streets. Locations for each year are determined after each spring's inspection.

There are many types of resurfacing treatments, which may vary by materials and depth of improvement. Expressways are usually rotomilled and overlaid with hot-mix at a cost of $250,000 per lane mile. In addition to this baseline estimate, an additional 15% is normally added for construction engineering and/or the construction management expenses associated with a contract.

County: Statewide
Municipality:
Funding Program: Road System – Expressways
Functional Category: Preservation
Representative District: Statewide
Senatorial District: Statewide

FMB ID OR PROJ #	FUNDING	EST COST TO COMPLETE IN TODAY'S $	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	100% State	2,105			421	421	1,263
	TOTAL	2,105			421	421	1,263

All $ X 1,000

SR 1, SOUTH OF DOVER TO SOUTH OF CHESAPEAKE AND DELAWARE CANAL

PROJECT SCOPE/DESCRIPTION: Construction on the final major sections of this limited access highway connecting Dover to I-95 is currently under construction. The entire roadway will be open by May 2003.

PROJECT JUSTIFICATION: To alleviate congestion on US 13 and provide a continuous limited-access highway between I-95 and Dover.

County: Statewide
Municipality:
Funding Program: Road System – Expressways
Functional Category: Expansion
Representative District: Statewide
Senatorial District: Statewide

Blackbird area South of SR 71

Black Diamond Road, North of Smyrna

Sandom Branch over US 13

SR 1, SOUTH OF DOVER TO SOUTH OF CHESAPEAKE AND DELAWARE CANAL (CONTINUED)

Funding Information

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST COMPLETE IN TODAY'S	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
83-110-01	Mainline PE	PE	100% ST	1,500	500	1,000			
83-110-02	Mainline R/W	ENV	100% ST	500	500				
		R/W	100% ST	100		100			
87-110-01	Construction Coordination	PE	100% ST	755	755				
		C	50% F – 33D	3,270		1,620	1,140	450	60
			TOTAL	6,125	1,755	2,720	1,140	450	60

All $ X 1,000